

# Working Group Meeting No. 3

Location: Cape Henlopen Senior Center

April 15, 2004

5:30 – 8:30 PM

# Meeting Dates

- May 10<sup>th</sup> – Working Group Meeting #4 – Cape Henlopen Senior Center
- May 24<sup>th</sup> – Public Workshop #2 – Rehoboth Beach Convention Center

# Agenda

- |         |  |
|---------|--|
| 5:45 PM | Welcome/Announcements                                    |
| 5:55 PM | Update on Immediate Improvements                         |
| 6:05 PM | Response to Issues Raised at March Working Group Meeting |
| 6:15 PM | Additions to Project Goals and Objectives                |
| 6:20 PM | Preliminary Alternatives                                 |
| 6:50 PM | Discussion Groups  |
| 8:00 PM | Group Discussion   |
| 8:30 PM | Adjourn  |

# Update on Immediate Improvements

- Improvements at the Route 1 at SR 1A intersection are underway.
- Other operational improvements, including the conversion of the shoulder on southbound Route 1 from north of Dartmouth Drive to SR 24 to a through lane, will be implemented in late April/early May.
- Completion of all improvements is targeted for prior to Memorial Day.

# Bicycle Safety Training Course

- Many summer workers, some from outside the area and the United States, use a bicycle to get to work.
- Local bicyclists have experience to impart on how to negotiate more safely.





# Bicycle Safety Training Course (cont.)

- Training Partners
  - Rehoboth/Dewey Chamber of Commerce
  - Lewes Chamber of Commerce
  - DE State Police - Troop 7
  - Sussex Cyclists
  - Delaware Bicycle Council
  - DeIDOT
- Success depends on local business involvement

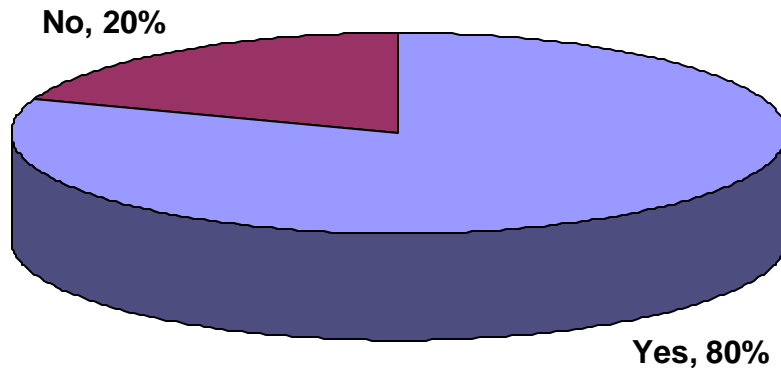


- 70,000 Copies - Direct Fulfillment Piece
- Realtors Agreement
- Radio Spots

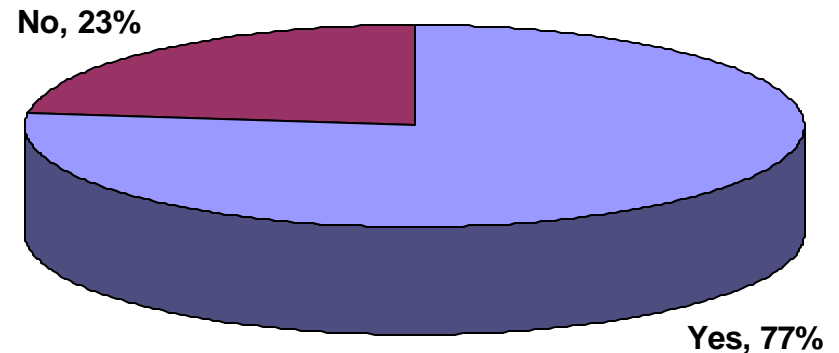


# Alternate Rental Check-In Status Web Survey Results

## Would Consider Alternate Check-In Day



## Want Information About Alternate Check-In Day




Web results for March 3 - April 8, 2004; 840 responses

## Proposed Realtor Information Card



Rehoboth Beach-Dewey Beach  
Chamber of Commerce




In cooperation with the Rehoboth Beach-Dewey Beach Chamber of Commerce, we are conducting a survey and would appreciate your input.

Name: \_\_\_\_\_

Would you consider an alternate check-in day (a day other than Saturday) for future visits?

☐ Yes ☐ No

UNDC-0304





## Bus Stops in Third Southbound Lane – Dartmouth Drive to SR 24

- DeIDOT/DTC will maintain service to the bus stops within the area where the diamond lane/shoulder will be converted to a through/right-turn lane

| Bus Stop Location                         | Runs per Day |         | Daily Activity* |      |       |
|---|--------------|---------|-----------------|------|-------|
|   | Weekday      | Weekend | Ons             | Offs | Total |
| Savannah West                             | 28           | 22      | 5               | 0    | 5     |
| Tenley Court                              | 28           | 22      | 2               | 1    | 3     |
| Rehoboth Outlets 1<br>(pull-off provided) | 52           | 46      | 41              | 23   | 64    |

\* Single day ride check conducted on Wednesday, July 9, 2003

# Updated Development Activity Map (Tab 3)



DelDOT

APRIL 2004

# Interconnectivity Opportunities on the West Side of Route 1

- Opportunities to provide additional connections on the west side of Route 1 have been lost.
- The SR 1 Land Use and Transportation Study recommended a Western Access Controlled Parkway which included three options for providing additional connections on the west side of Route 1, south of SR 24.
- These options will be considered in more detail as part of a Western Access Controlled Parkway study.



# Additions to Project Goals and Objectives (Tab 4)

- **Safety**

- Improve safety for all travelers, including pedestrians, bicyclists, vehicle drivers, and transit riders.
- Improve accessibility for emergency services.
- Accommodate traffic entering and exiting local businesses in a safe manner.
- **Maintain Route 1 as a viable emergency evacuation route.**



# Preliminary Alternatives (Tab 5)

# Preliminary Alternatives

- The Project Team is presenting Alternatives at the request of the Working Group.
- Alternatives are drawn from Working Group and Public Workshop suggestions.

# Preliminary Alternatives

- Transit and pedestrian/bicycle options have yet to be added/integrated with Alternatives.
- Ideas do not represent the recommendations of either the Project Team or the Working Group.

# Key Upcoming Dates

- May 10<sup>th</sup> – Working Group Meeting #4
- May 24<sup>th</sup> – Public Workshop #2



# Goals By the End of the May 10th Meeting

- Range of Alternatives to present to the public
- Recommendations on Alternatives for detailed study
- Identification of issues/questions that need to be addressed

## Details Not Shown

- Pedestrian/bicycle amenities
- Transit improvements
- Beautification/aesthetic features
- Intersection details
  - Turn Lanes
  - Traffic Control
    - Stop signs
    - Traffic signals
    - Roundabouts

## Options Not Shown

Several Options that were presented at the last meeting are not included as part of the Alternatives because they are not compatible with the Alternatives currently under consideration.

# Base Conditions

- Double left-turn lane on southbound Route 1 at SR 1A and two inbound lanes on SR 1A (under construction)
- West Rehoboth Pavement Resurfacing
  - Sen. Bunting, Sen. Simpson, and Rep. Schwartzkopf funded as part of their Community Transportation Funds (\$154,856)
  - Work will include Hebron Road, Burton Avenue, Duffy Street, and Norwood Street and will occur in late summer.
- Connection through Canal Point (Futcher Farm) between Holland Glade Road and Hebron Road (by others)

# Alternative 1

- Base Conditions
  - Double left-turn lane
  - West Rehoboth Pavement Resurfacing
  - Connection through Canal Point between Holland Glade Road and Hebron Road
- Connection between Hebron Road and Canal Boulevard



## Route 1 at SR 1A Intersection Options

(These are options for each Alternative that follows)

- Option A: At-grade – Three northbound lanes and two southbound left-turn lanes at Route 1 at SR 1A
- Option B: Grade-separated – Northbound Route 1 lanes over southbound left-turn lanes
- Option C: Grade-separated – Southbound SR 1A left-turn lane over northbound Route 1 lanes

# Alternative 2

- Base Conditions
- **Two-lanes inbound only along SR 1A**
- Two-way connection from SR 1A through Suburban Propane, along Canal Boulevard and Hebron Road to Route 1

## Route 1 at SR 1A Intersection

- o Option A: At-grade - Three northbound lanes and two southbound left-turn lanes at Route 1 at SR 1A
- o Option B: Grade-separated - Northbound Route 1 lanes over southbound left-turn lanes
- o Option C: Grade-separated - Southbound SR 1A left-turn lane over northbound Route 1 lanes

# Alternative 3

- Base Conditions
- **Three lanes along SR 1A: two inbound, one outbound**
- Two-way connection from SR 1A through Suburban Propane, along Canal Boulevard and Hebron Road to Route 1

## Route 1 at SR 1A Intersection

- o Option A: At-grade - Three northbound lanes and two southbound left-turn lanes at Route 1 at SR 1A
- o Option B: Grade-separated - Northbound Route 1 lanes over southbound left-turn lanes
- o Option C: Grade-separated - Southbound SR 1A left-turn lane over northbound Route 1 lanes

# Alternative 4

- Base Conditions
- Three lanes along SR 1A; two inbound, one outbound
- Two-way connection from SR 1A through properties opposite Atlantic Avenue, along Canal Boulevard, through DNREC property, through Ames property to Route 1

## Route 1 at SR 1A Intersection

- o Option A: At-grade - Three northbound lanes and two southbound left-turn lanes at Route 1 at SR 1A
- o Option B: Grade-separated - Northbound Route 1 lanes over southbound left-turn lanes
- o Option C: Grade-separated - Southbound SR 1A left-turn lane over northbound Route 1 lanes



# Alternative 5

Alternative 4, plus:

- Connection between Ames property crossing Holland Glade Road, behind Rehoboth Outlets 3 to K-Mart driveway

## Route 1 at SR 1A Intersection

- o Option A: At-grade - Three northbound lanes and two southbound left-turn lanes at Route 1 at SR 1A
- o Option B: Grade-separated - Northbound Route 1 lanes over southbound left-turn lanes
- o Option C: Grade-separated - Southbound SR 1A left-turn lane over northbound Route 1 lanes

# Alternative 6

- Base Conditions
- New bridge across Canal connecting Hebron Road and Columbia Avenue
- Two-lanes inbound only along SR 1A
- One-way outbound connection from SR 1A to Route 1 behind properties along SR 1A

## Route 1 at SR 1A Intersection

- o Option A: At-grade - Three northbound lanes and two southbound left-turn lanes at Route 1 at SR 1A
- o Option B: Grade-separated - Northbound Route 1 lanes over southbound left-turn lanes
- o Option C: Grade-separated - Southbound SR 1A left-turn lane over northbound Route 1 lanes

# Independent Options

- AA - Improved connection from Route 1 to SR 1B
- BB - New route to Route 1A along the south side of the Canal
- CC - New route to Rehoboth Beach along the north side of the Canal (could potentially serve as a pedestrian/ bicycle trail)
- DD - Connection between Holland Glade Road at Canal Point (Futcher Farm) property and K-Mart driveway through DNREC property

# Independent Options (cont.)

- EE – Connection between Rehoboth Outlets 2 and Sea Air Avenue
- FF – Pedestrian/bicycle overpass over Route 1 connecting Rehoboth Outlets 2 and 3
- GG – Bay Vista Road signal removal and intersection improvements



# Discussion Groups

# Options not Shown

## Area A - At-Grade

- Option 1: 1 Southbound Left-turn Lane

## Area B

- Option 2: 3 Lanes (1 Lane In, 1 Lane Out, Center Turn Lane)
- Option 3: 3 Lanes (1 Lane In, 1 Lane Out, Reversible Center Lane)
- Option 4: 3 Lanes (1 Lane In, 2 Lanes Out)
- Option 6: 5 Lanes (2 Lanes in, 2 Lanes Out, Center Turn Lane)

# Options not Shown (cont.)

## Area C

- Option 5: Two-way connection between Canal Blvd and the Route 1/ Route 1A intersection

## Area D

- Option 2: Loop ramp connection to SR 1B

## Area E

- Option 3: Connection between Holland Glade Rd and Route 1 through DNREC and Ames property